



**To:**  
B777

FLT OPS / TECH / 11 / Thu Mar 08 2018  
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**Subject: SELECTION OF MAXIMUM CLIMB THRUST OVERRIDE AFTER TAKEOFF**

Time between engine refurbishments and cost of refurbishment are directly related to how an engine is operated. One of the key drivers is as to how hard the engine is used, i.e., shaft speeds and core temperatures during takeoff and climb phases plus adverse environmental factors. The main benefit of reduced thrust for the engine is operation at reduced core temperatures thus ensuring increased engine life and time on wing.

When a derated or assumed temperature takeoff is entered, the FMC automatically selects a climb rating. For a takeoff thrust reduction of less than 10%, maximum climb is selected. For a thrust reduction of between 10% and 20%, CLB 1 is selected. For a takeoff thrust reduction of greater than 20%, CLB 2 is automatically selected. The pilot can manually override the climb rating once the takeoff thrust limits have been entered in the FMC.

Data received from GE who are constantly monitoring PIA's fleet, has revealed that pilots are selecting the maximum climb override function too often, e.g. after conducting a takeoff using TO2 a selection of maximum CLB thrust was made at thrust reduction altitude. This results in an increase of RPM and EGT above the take off values thus overstressing the engines.

The number of flights where this override function was used needs our attention as their percentage is above normal industry practice. Unnecessary use of maximum CLB thrust override should be avoided in normal line operations.

**STRICT COMPLIANCE IS REQUIRED.**

Thu Mar 08 2018  
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Chief Pilot Technical  
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